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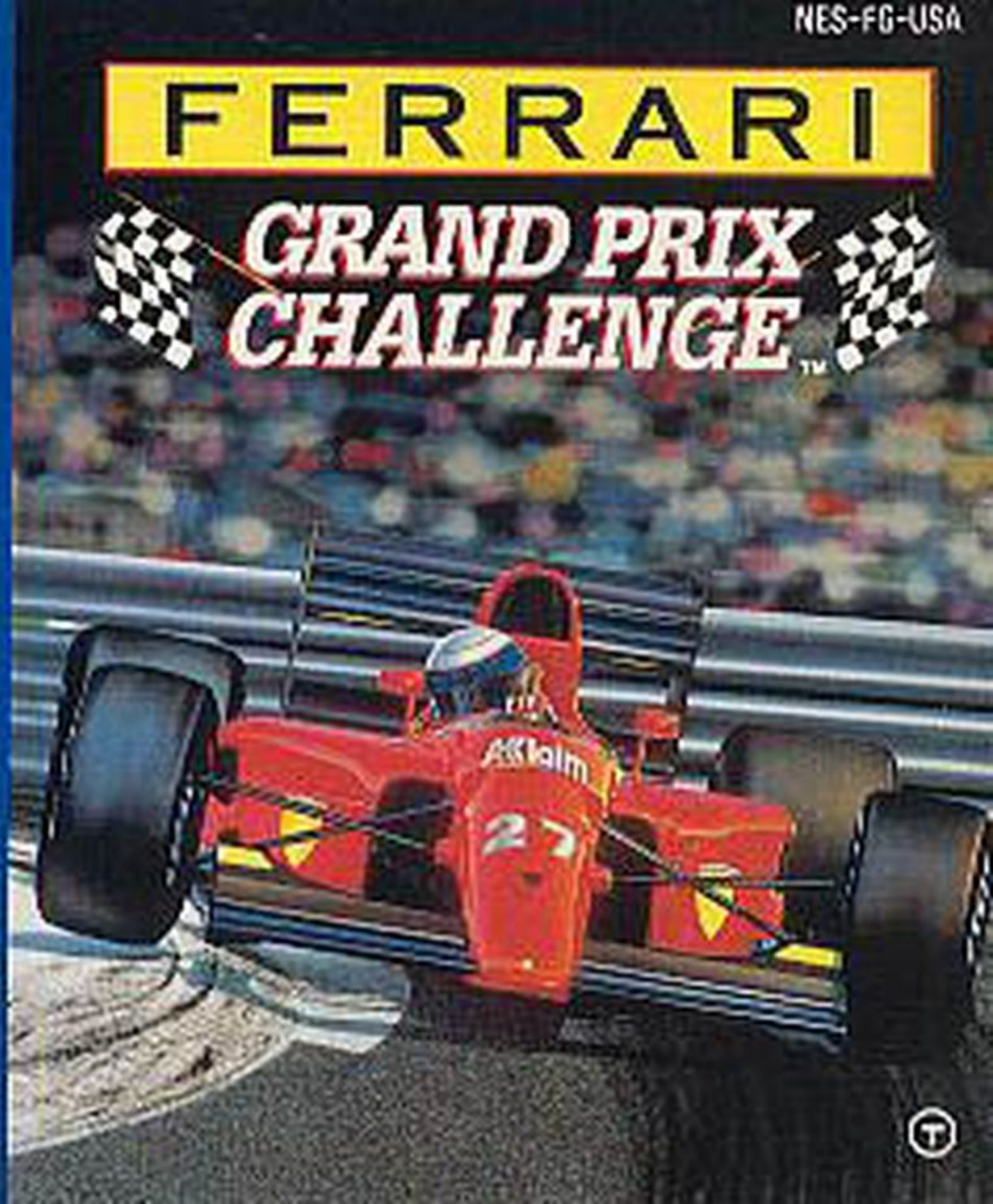
Nintendo
ENTERTAINMENT
SYSTEM®

GAME PAK
INSTRUCTIONS

Acclaim
entertainment, inc.

NES-FG-USA

FERRARI
GRAND PRIX CHALLENGE™



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Nintendo ENTERTAINMENT SYSTEM®

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PRECAUTIONS:

1. Do not store this game in places that are very hot or cold. Never hit it, drop it, or take it apart.
2. Avoid touching the connectors, and do not get them wet or dirty. Doing so may damage the game.
3. Do not clean with benzene, paint thinner, alcohol or other such solvents.

WARNING: DO NOT USE WITH FRONT OR REAR PROJECTION TV. Do not use a front or rear projection television with your Nintendo Entertainment System® (NES) and NES games. Your projection television screen may be permanently damaged if video games with stationary scenes or patterns are played on your projection television. Similar damage may occur if you place a video game on hold or pause. If you use your projection television with NES games, neither Acclaim Entertainment, Inc. nor Nintendo of America Inc. will be liable for any damage. This situation is not caused by a defect in the NES or NES games; other fixed or repetitive images may cause similar damage to a projection television. Please contact your TV manufacturer for further information.

ADVISORY

READ BEFORE USING YOUR NES

A very small portion of the population may experience epileptic seizures when viewing certain kinds of flashing lights or patterns that are commonly present in our daily environment. These persons may experience seizures while watching some kinds of television pictures or playing certain video games. Players who have not had any previous seizures may nonetheless have an undetected epileptic condition. We suggest that you consult your physician if you have an epileptic condition or if you experience any of the following symptoms while playing video games: altered vision, muscle twitching, other involuntary movements, loss of awareness of your surroundings, mental confusion and/or convulsions.

Gun it through the straight. Drop into second for the hairpin. Keep the inside line. Up to third. The clock's ticking. Go for the finish...flat out 335 km/h over the line and a great 1:17.6 lap time. Those practice laps made all the difference. America's a fast course but you cracked 12th position on the starting grid.

The light flashes green. You take off. The traffic is thick. Keep calm. A nudge now would be serious trouble. A gap opens. Take the middle. Nice move. Driving like that will put the checkered flag right in your lap.

Tight corners make for some challenging maneuvering, but this track also has some of the fastest straights in the world. Get every second out of them. There's the leader. You could take him, but the chicane's right ahead. Throttle it. Too late. Your wheel catches the dirt; the leader pulls away.

Your mechanic radios that your slide-out has worn the tires.

The pits lie around the next bend, but so is the leader. Two laps to go. It's enough time to catch up and too far to go with slow tires. You head for the pits. Your crew can change wheels blindfolded, but one slip and your victory attempt is finished. 5.8 seconds, 6, 7...they're done. Maximum revs. You're back in the race.

You slip around the oil at the start of the first curve and then push it like never before. Speed. Control. Guts. You have what it takes. Feel the adrenalin as you cut through the field. Fifth, fourth, third. Ease to the outside. The second place car slows for the bend. Don't spin out...Yes! It's you against the leader now. You've gone wheel to wheel on Grand Prix circuits around the world. He's always had the edge, the acceleration when it counted, and the nerve to risk anything for victory. But you want this race. The team wants this race...and you're driving the most famous marque in motor racing history. His timing is perfect. His gear changes sensational. He holds his line on the final curve, pulls slightly out for the home straight. You dart inside. There's the checkered flag. You've done it. You are the winner of the American Grand Prix! Soak up the adulation of the crowd. Feel the excitement of success. Know you could be the World Champion...just 15 more engine roaring, curve hugging, pure power races down the road! Go for it!

STARTING UP... GETTING READY

LOADING

1. Make sure the power switch is OFF.
2. Insert the FERRARI GRAND PRIX RACING™ Game Pak as described in your NINTENDO ENTERTAINMENT SYSTEM® manual.
3. Turn the power switch ON.

You will see the FERRARI GRAND PRIX RACING title screen and a demonstration. To proceed to the Practice or Qualify selection screen, press the START BUTTON at any time.

Note: FERRARI GRAND PRIX RACING is a one player game only.

You can opt either to practice on any of 16 Grand Prix tracks or to go immediately to the first. If you have a password, you can go to the next qualifying lap of the Grand Prix World Championship series.

PRACTICE OR QUALIFY SELECTION SCREEN

TO CHOOSE TO PRACTICE or QUALIFY - Press the SELECT BUTTON until your choice appears on the screen and then press the START BUTTON.

Note: *The practice and qualify modes are explained in detail in their own sections.*

PRACTICE

Winning demands knowing both how to handle your car and the layout of each track you race on. Practice gives you that knowledge.

Transmission Type

Once you have chosen to practice, you must then select your transmission type. Use the SELECT BUTTON to move the checkered flags to the transmission you want and then press the START BUTTON.

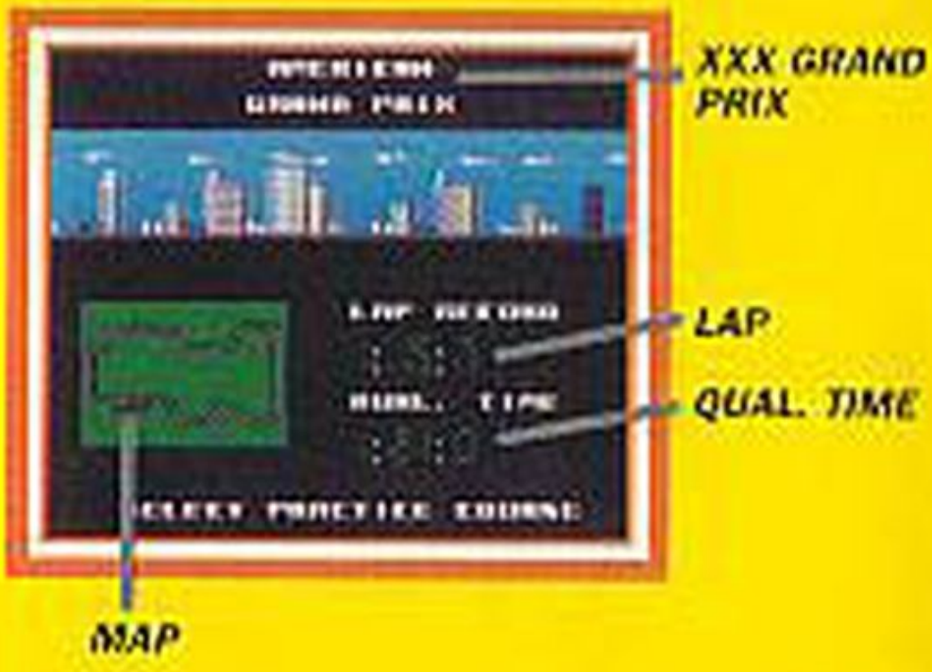
Note: *Transmission performance and operation is covered under TRANSMISSIONS...3 ON THE FLOOR, page 14.*

Number of Practice Laps

To select the number of practice laps you want to drive, use the LEFT and RIGHT CONTROL PAD ARROWS. Press the START BUTTON when you have made your selection.

Course Selection

XXX Grand Prix - *Nationality of Grand Prix*
Lap Record - *Qualifying lap time required to take pole position*
Qual. Time - *Time to beat to qualify for race*
Map - *Course Map*



To scroll through the Grand Prix circuits, press the SELECT BUTTON. Press the START BUTTON when you have made your selection.

Practice Race

The practice race gives you the same conditions as a Grand Prix World Championship race, but with 4 advantages:

* No position limit - the race will NOT be terminated no matter what your position is.
* You have chosen the # of laps.
* You have chosen the course.
* Your performance in no way affects your championship standings. You are free to practice maneuvers, general handling, and even pit stops.

Hit the A BUTTON to rev your engine. Watch the starting lights and when they turn green, burn some rubber and take off.

Note: The driving controls and dashboard information when practicing are the same as when in competition as described on pages 11 & 13 except you cannot PAUSE while practicing. **Pressing the START BUTTON returns you to the FERRARI GRAND PRIX RACING title screen.**

QUALIFY

This is it, the goal for which you have been practicing: the International Grand Prix World Championship. It's you against 24 cars, 8 teams, and 16 of the fastest, most grueling race courses in the world. It's a long season; winners come and go. Consistency is the key...but no guts, no glory!

(For the Grand Prix Championship drivers and constructors point system, see page 16.)

Options Screen

Once you have selected QUALIFY, you will see the OPTIONS screen.

TO CHOOSE YES or NO - Press the SELECT BUTTON.
TO MOVE BETWEEN OPTIONS - Press the UP or DOWN CONTROL PAD ARROWS.

Note: *To use the SAVED GAME option, you must have raced at least one Grand Prix in QUALIFY mode and noted its password. For information about SAVED GAMES see PASSWORD on page 18.*

When you have selected your options, press the START BUTTON.

Transmission Type

Once you have chosen your options, select your transmission type. Use the SELECT BUTTON to move the checkered flags to the transmission you want and then press the START BUTTON.

Note: Transmission performance and operation is covered under TRANSMISSIONS...3 ON THE FLOOR, page 14.

Name & Country Screen

In order to chart your starting line position, finishing position, and place in the championship standings, you can enter your name here on the left hand side of the screen and the abbreviation for the county you wish to represent on the right hand side.

To move the flashing cursor, use the CONTROL PAD ARROWS. To write in a letter, press the A BUTTON. To erase a letter, press the B BUTTON. When you are done, press the START BUTTON.

Grand Prix Course
You will then see a screen giving details of the course you are about to race on.
XXX Grand Prix - Nationality of Grand Prix
Lap Record - Qualifying lap time required to take pole position
Qual. Time - Time to beat to qualify for race

Map - Course Map
Round # - Grand Prix Round #

Qualifying Round: Time to Beat
For each race of the International Grand Prix circuit, you must first run a qualifying lap in order to determine your position on the starting line - the lower your time, the better your posi-

tion. The time given here is the fastest time recorded so far by your competitors. Beating it will put you in pole position.

Note: If you do not beat the qualifying time for that track, you will not be allowed to race that track. You will see the winners of that race and you will advance to the next country.

Qualifying Lap

With no other cars on the track, nothing can slow you down but your own ability. Take it to the edge. The importance of a good starting position cannot be overestimated.

The driving controls and dashboard information operate the same as when racing as shown on pages 11 & 13.

The Starting Line

After the qualifying lap, you will see the layout of the starting grid. To go straight to the race, press the START BUTTON.

Racing

You've practiced until you know the course backwards. Your qualifying lap was flawless. Now it's time to show what you're really made of. Speed put you ahead on the grid, but with 24 other world class drivers out here, winning demands more than just putting your foot to the floor. One spin-out could end the day. A slow tire change could put you right out of the points. But you're a Formula 1 Ferrari driver. The car can outrun any rival. Your skill can outpace the best. Red light. Green. GO!

THE DASHBOARD

Vital information about your Ferrari, the course and the race are provided on the dashboard at the bottom of the driving screen.

Speed *- Measured in kilometers per hour (km/h).*

Gear *- Shows which gear you are in.*

Revs *- Engine revolutions per minute (RPM). If driving a manual transmission, gear change ups can be made as soon as the green area is illuminated.*

Rear *- Rear view mirror lets you know who's on your tail.*

Lap *- Lap #.*

Lap Time *- Time for each individual lap.*

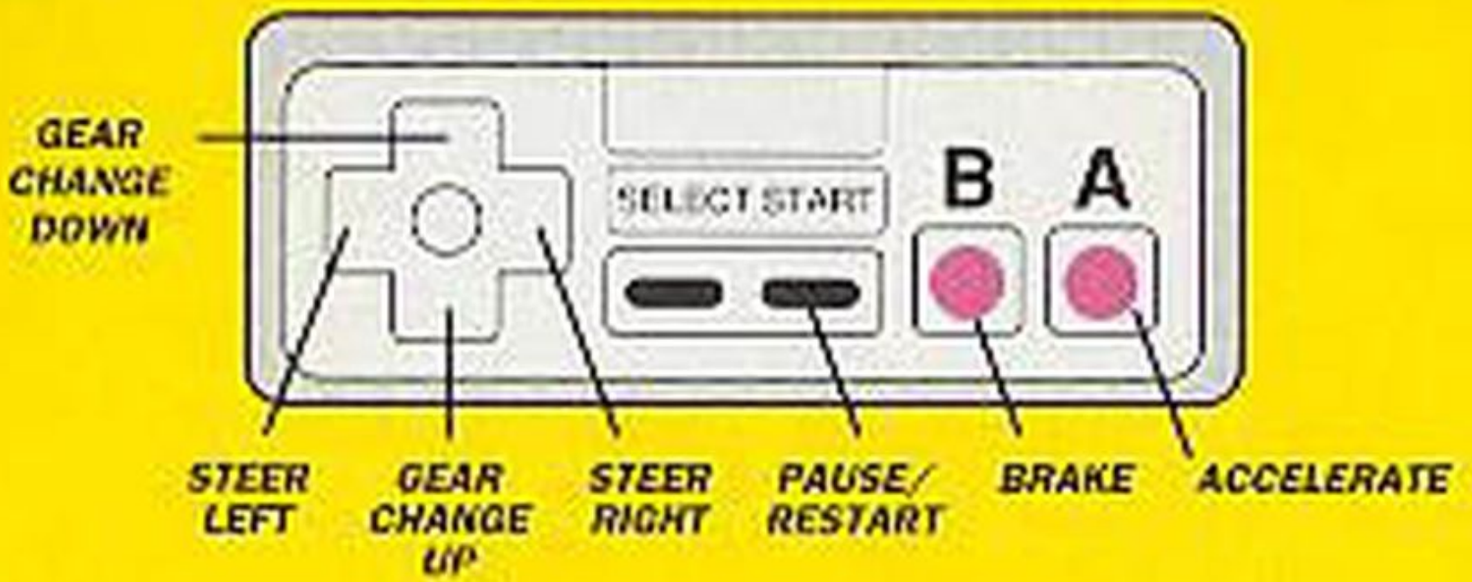
Pos. *- Your starting position at the beginning of the race and then all subsequent position changes.*

Radio *- A direct link to your chief mechanic. He'll warn you of upcoming hazards, like oil on the track, advise you if your tires are worn or need changing, and congratulate you on outstanding driving. He will also tell you your position limit. Fall below this position and the race is terminated...Pay close attention!*

Course Map *- The course you are driving on. Your position is the red flag. When racing, the positions of the 3 leaders are also shown by their respective team flags. Use the map to anticipate the road ahead and to plan where to overtake them.*

SPEED
REVS
LAP
LAP TIME
km/h
REAR
GEAR
POS
SPEED
GEAR
REVS
RADIO
REAR
LAP
LAP TIME
POS.
COURSE MAP

THE DRIVING CONTROLS



Whether practicing, qualifying or racing, the controls always work the same, except there is no PAUSE in Practice mode.

DOWN - *Gear change up (Manual transmission only)*
UP - *Gear change down (Manual transmission only)*

LEFT/RIGHT - *To steer LEFT and RIGHT*
START - *Pause/Restart*
B - *Brake*
A - *Accelerate*

TRANSMISSIONS... 3 ON THE FLOOR

Whether practicing or racing, you have a choice of either an automatic or manual transmission.

Automatic: Best suited to beginners, as it leaves you free to negotiate turns without having to worry about gear shifting or watching the speedometer and rev counter.

3-Speed Manual: Once you are comfortable with Formula 1 handling, increase your control and your top speed by moving up to a stick shift. Drop through the gears and cruise around the tightest of turns. Slip up to third and scream through the straights at a scorching 335 km/h.

TO CHANGE UP A GEAR - Press the DOWN CONTROL PAD ARROW.

TO CHANGE DOWN A GEAR - Press the UP CONTROL PAD ARROW.

Manual Gear Speeds

Each gear covers the following speeds:

1st.....0 - 100 km/h
2nd.....101 - 205 km/h
3rd.....205 - 335 km/h

Make sure you're in the correct gear for your speed or you will lose power and acceleration.

Tachometer

The rev counter also helps verify that you are in the correct gear and provides the optimum time to change gears. As your engine revs increase, more of the rev counter lights become illuminated. When the tachometer hits the red, it is time to change up. Change down if the counter drops off to the left.

Note: Once you have selected a transmission type for the Grand Prix World Championship, you cannot change it without restarting the whole series.

THE RACE TRACK

Various lights, signs, road markings and flags appear around the race track to advise, warn or inform you as follows:

Start lights - *Red - Get ready*
Start lights - *Green - Go*
Left arrow - *Left hand bend ahead*
Right arrow - *Right hand bend ahead*
P - *Pits ahead*
Checkered pits line - *Pits to right of line*

White flag - *1 lap to go*
Checkered flag - *End of race*

THE GRAND PRIX WORLD CHAMPIONSHIP

The Grand Prix World Championship consists of 16 5-lap races. 24 drivers from 9 different construction teams compete in order to determine an overall drivers' champion and constructors' champion. The first 6 cars over the finish line in each race earn points toward both championships.

Points

1st Place.....10 points
2nd Place.....6 points
3rd Place.....4 points
4th Place.....3 points
5th Place.....2 points
6th Place.....1 point

Teams and Drivers

Ferrari	- A. Sessions - You	**Shannon**	- I. Furillo - S. Cortez
Zip Speed	- N. Coomans - T. Fontaine - H. Desalles	**Budd**	- B. Hoffman - T. Norman - L. Pecci
Bratton	- S. Nielsson - W. Normand - V. Santini	**Laurel**	- E. Leconte - M. Hunter - N. Arrentes
Dart	- G. Foster - S. Takahashi - D. Riley - C. Peters	**Arc**	- V. Antonio - M. Hockberg
Falcon	- D. Mayer - D. Berelli - B. Bergman	*Race winners and drivers' and constructors' standings are displayed following each race.*	

POSITION LIMIT

In each race of the Grand Prix Championship, you will be given a Position Limit. It is periodically displayed on your dashboard radio. If you fall behind this limit, the race is immediately terminated and you receive no points.

Note: During races as you move up the field, your Position Limit will change and become increasingly demanding.

PASSWORD

FERRARI GRAND PRIX RACING provides a password after each race so that you can turn off your NES and still be able to resume your championship bid at another time.

Following the race winners, drivers' standings, and constructors' standings screens, you will be given a choice either to continue the championship or to save the game.

TO CONTINUE - Press the START BUTTON.

TO SAVE THE GAME - Press the SELECT BUTTON.

If you continue, you will proceed to the next qualifying lap of the Grand Prix Championship.

If you choose to save the game, you will see a restart code. This is your password. It enables you to restart the championship from this point at any time. Copy the code down carefully.

When you want to resume playing, select QUALIFY. When the Options screen appears, select RESTORE SAVED GAME by using the DOWN CONTROL PAD ARROW to make the appropriate cursor flash, then press the SELECT BUTTON until the cursor brackets YES, and finally press the START BUTTON.

You will then see the Name and Country screen as described on page 8. Once you have entered your name and country, press the START BUTTON.

Now you will see the RESTART CODE screen. Enter your code in the same way you entered your name and country. (The CONTROL PAD ARROW moves the cursor; the A BUTTON enters letters; and the B BUTTON erases letters.) When you are finished, press the START BUTTON to proceed to the next round of the Grand Prix World Championship.

Note: *If after entering your password, the screen flashes "INVALID CODE", check if you have typed the code correctly.*

PIT STOPS

Come off the track too many times or have too many nudges and your mechanic will radio you that your tires are worn or even need immediate changing. Worn tires may last a lap, but after that they'll slow you down so much you'd be better off with a new set. Tires that need changing must be replaced as soon as you reach the pits. Failure to do so will cause severe handling problems.

To enter the pits, when you see the "P" sign, pull toward the right of the track and to the right of the checkered road marking.

Races are won and lost in the pits. Every second counts. As you pull in to the pit area, do not slow down. Your pit crew will take care of stopping you in the right place. As soon as the screen changes to an overhead view,

hit the A and B BUTTONS as fast as you can. The faster you hit the buttons, the faster your crew will change your tires. Do not stop hitting the buttons until the screen returns to the through the windshield view. Then hold the A BUTTON and blast back onto the track. You've got a race to win!

DRIVING TIPS

* Use the practice mode to test how the car handles, high-speed maneuvering and pit stops. During the Championship, between each round, copy down the restart code and use the practice mode to learn the layout of each course. Nothing substitutes for familiarity with the track.

* Get comfortable with an automatic transmission before moving up to manual.

* Use the map on your dash to anticipate the course. Know the bends your competitors will slow down for and the bends you can take at full throttle.

* Hold the middle of the road on the straights. Take the inside line on curves. This will give you more time and more room to maneuver.

* Collisions damage your car and waste precious time. Ease off the gas or use the brake in tight situations.

* The Championship lasts 16 long races. Don't let early defeats deter your hopes or early victories make you careless. Consistency separates the pack from the Grand Prix World Champion Driver.

TAKING THE FLAG

Your finely tuned engine hums quietly. The crew waits anxiously in the pit. Sweat builds up on your palms. It's the American Grand Prix, the first of the Championships. You practiced until you could see the track in your sleep. Your qualifying lap was your fastest ever. Now you're on the grid just waiting for the light. You massage the throttle. The engine roars. You ease off. Remember that first corner comes up quickly after the start, but taking two or three places even before that should be no problem. You slip up through the gears mentally racing around every hairpin, chicane and flat out straight on the course. You are starting this season from the top. The red light

flashes on. You take the engine to maximum revs. Green light! You're off...Lap one on the greatest, most exciting driving challenge in the world...the Formula One Grand Prix Championship and the checkered flag are yours!

COMPLIANCE WITH FCC REGULATIONS

This equipment generates and uses radio frequency energy and if not installed and used properly, that is, in strict accordance with the manufacturer's instructions, may cause interference to radio and television reception. It has been type tested and found to comply with the limits for a Class B computing device in accordance with the specifications in Subpart J of Part 15 of FCC Rules, which are designed to provide reasonable protection against such interference in a residential installation. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient the receiving antenna.
- Relocate the NES with respect to the receiver.
- Move the NES *away* from the receiver.
- Plug the NES into a different outlet so that the NES and receiver are on different circuits.

If necessary, the user should consult the dealer or an experienced radio/television technician for additional suggestions. The user may find the following booklet prepared by the Federal Communications Commission helpful: How to Identify and Resolve Radio-TV Interference Problems. This booklet is available from the U.S. Government Printing Office, Washington D.C. 20402, Stock No. 004-000-00345-4.

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